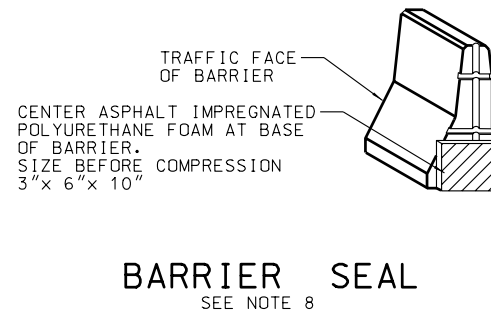


METAL REINFORCEMENT TABLE				
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	
H-2	CENTERED ABOVE SCUPPERS LONG. & TRANSVERSELY	#5	(6)	
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	
S-1	HORIZ. IN TOP OF WING WALL & IN FLOOR BACK WALL	#4	(2)	
S-2	HORIZ. AROUND SLOTS BETWEEN V-1 SCUPPERS	#4	(2)	
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH SCUPPER	#5	(16)	



DESIGN	SPEED (MPH)	TAPER
	70	20:1
	60	18:1
	55	16:1
	50	14:1
	45	12:1
	40	10:1
	35	8:1

**TABLE 1**  
SEE NOTE 1

DESIGN	SPEED (MPH)	TAPER
	70	30:1
	60	26:1
	55	24:1
	50	21:1
	45	18:1
	40	16:1
	35	13:1

TABLE 2  
SEE NOTE 1

- ## NOTES:
1. USE APPROPRIATE TAPER RATE FOR BARRIER PLACEMENT FROM TABLE 1 OR TABLE 2.
  2. PIN ALL BARRIER SECTION TOGETHER AT CONNECTION LOOPS.
  3. THE CONCRETE BARRIER "STANDARD INSTALLATION" DESIGN ALLOWS FOR 3 feet OF OUTWARD LATERAL MOVEMENT IF THE BARRIER IS STRUCK. USE STABILIZER PINS WHEN BARRIER PLACEMENT REQUIREMENTS DO NOT ALLOW FOR 3 feet OUTWARD LATERAL MOVEMENT.
  4. USE ASTM A 36 STEEL FOR CONNECTION PIN, CONNECTION LOOPS, AND STABILIZATION PINS. USE A ONE PIECE PIN WITH A 3 inch ROUNDED TOP PLACE OF THE CONNECTION PIN THE ONE PIECE PIN MEETS ASTM A 36 REQUIREMENTS.
  5. USE A 4 inch WHITE PVC SLEEVE TO FORM THE LIFTING HOLES. LEAVE SLEEVE IN PLACE AFTER CASTING.
  6. MARK EACH BARRIER WITH 1½ inch NUMBERS INDICATING THE DATE OF CASTING AND IDENTIFICATION NUMBER SUPPLIED BY THE INSPECTOR. IMPRESSED ¼ inch DEEP INTO THE TOP CENTER OF THE BARRIER.
  7. USE COATED REINFORCING STEEL EXCEPT AS NOTED.
  8. DO NOT USE BARRIER SEAL WHEN SCUPPERS ARE PRESENT ON BARRIER.

[illegible]

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH

PRECAST CONCRETE  
FULL BARRIER  
STANDARD SECTION

STANDARD DRAWING TITLE

STD DWG  
BA 1B